

# INFORMATION REPORT

## REPORT

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25 YEAR RE-REVIEW

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g. On 15 November 1952, double track operations were started on the Dresden/Reick - Heidenau stretch of the Dresden - Bad Schandau - Schoena railroad line. <sup>8</sup>

h. The connecting curve near Neustrelitz was completed. <sup>7</sup>

4.

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a. The construction work at the new railroad transfer station in Frankfurt/Oder was 70 percent completed. <sup>10</sup>

b. Because of shortage of rails and ties and of labor, work on the reconstruction of the second track of the Seddin-Belzig railroad line was suspended. Only the scheduled maintenance work on railroad bridges of this line was to be performed in 1952. <sup>2</sup>

5.

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The Finsterwalde-Uebigau stretch is completed; the Uebigau-Falkenberg stretch will definitely be completed by 21 December 1952. It is believed that the Finsterwalde-Lindthal stretch will be serviceable by 31 December. Work on the Lindthal-Gollnitz stretch will probably be completed by 24 December. The Gollnitz-Calau stretch can only be completed by the end of 1952 if labor will be made available. No rails and ties are at present available for the remaining stretches of this line. <sup>11</sup>

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i.

Comment.

The present report makes it clear that the Nordring Berlin will be operated double track. However, the sections at Marz and Birkenwerder will remain single track for the time being, because the connecting curves required there are still missing. Steam operations on this line will decrease the train density and thus cut down the value of the line for interurban operations.

j.

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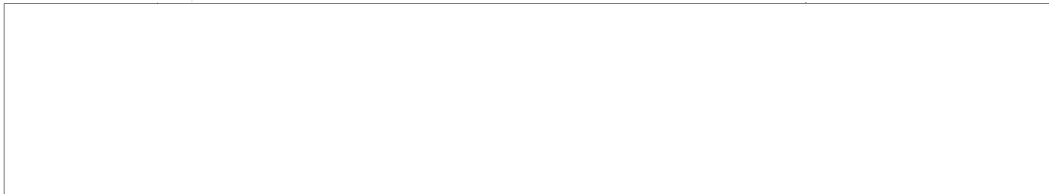


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3.



4.

5.

6.

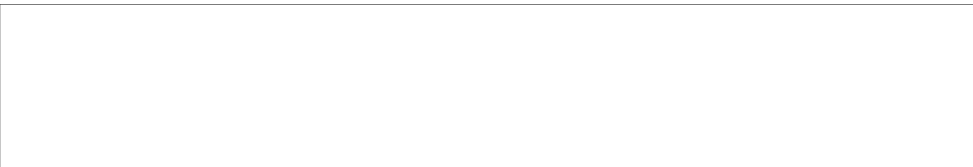
Comment. The lines are for suburban railroad traffic.

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7.

Comment. This line will serve the Templin troop training ground.

8.



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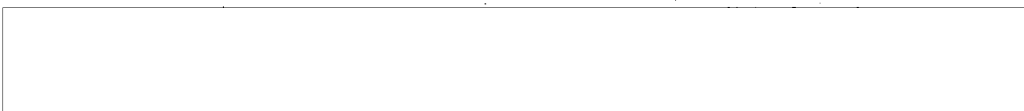
9.

10.

Comment. This information refers to the construction of a new railroad station between Frankfurt/Oder and the Oder River.

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11.



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